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COUNTRY Germany (Soviet Zone) REPORT

TOPIC Laerz Airfield

EVALUATION

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 3 June 1952

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

50X1-HUM

1. Between 2 and 5 p.m. on 7 April 1952, take-offs by individual Yak-11s were practiced at Laerz airfield in fair weather. At 5:30 p.m., two MiG-15s [redacted] fitted with auxiliary fuel tanks took off. These planes landed 30 minutes later. 50X1-HUM At 1 p.m., six railroad tank cars were standing on the spur track of the airfield. Tank trucks hauled fuel from the railroad tank cars and then proceeded to the east side of the installation. There was night flying by jet fighters from 8 p.m. 50X1-HUM 2 a.m. Between 8:45 and 8:50 a.m. on 8 April, a formation of six jet fighters took off. Three of six MiG-15s which landed at 11:40 a.m. [redacted] Between 2 and 5 p.m., groups of six swept-back jet fighters each left the field at intervals of about 30 minutes toward Klopzow, from where short bursts of fire were heard. (1) 50X1-HUM
2. From 10 a.m. to 1 p.m. on 9 April, there was flying by individual MiG-15s. A MiG-15 [redacted] landed at 11:40 a.m. There was night flying by jet fighters from 7 p.m. to 12:30 p.m. Firing practices were held between 8 a.m. and 2 p.m. on 10 April. At 6 p.m., 18 jet bombers escorted by six jet fighters 50X1-HUM approaching from the east crossed the field. A short time later heavy detonations were heard from the direction of Dranso. (2) Between 10 a.m. and 2:30 p.m. on 50X1-HUM 11 April, 3 Yak-11s practiced individual take-offs. About 12:30 p.m., 7 MiG-15s took off. [redacted]
3. There was night flying by jet fighters on 14 and 15 April. (3) Between 8 a.m. and 12:30 p.m. on 16 April, individual jet fighters made local flights. A MiG-15 [redacted] landed at 12:15 p.m. No observations were made on 17 and 18 April. From 9 to 10 a.m. on 19 April, 4 jet fighters were observed flying. 50X1-HUM At 9:45 a.m., a total of 29 MiG-15s, 4 U-2s and 4 Yak-11s were counted at the field.
4. There was flying by individual jet fighters between 8 and 10 p.m. on 22 April. 50X1-HUM Between 8:30 a.m. and 6:30 p.m. on 23 April, individual jet fighters made 25-minute flights. About 5 p.m., [redacted] 43 swept-back jet fighters [redacted] 4 U-2s, 4 Yak-11s and 1 single-engine plane fitted with a radial engine at the installation. At 10 a.m. on 24 April, a jet fighter with a long cabin, fitted with auxiliary fuel tanks

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[redacted] took off. The plane landed again at 10:25 a.m. (4) 50X1-HUM  
During the afternoon jet fighters practiced individual flying. On 25, 26 and 27 April, swept-back jet fighters made individual flights. On 27 April, jet fighters practiced firing at towed air sleeves. No observations were made between 29 April and 1 May. At 4:30 p.m. on 2 May, 35 MiG-15s, 4 Yak-11s, 4 U-2s and 1 twin-engine plane fitted with radial engines were observed at the installation. [redacted]

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5. The former Ledigen-Heim (Home for Bachelors) was being converted into troops billets for about 25 men. Construction work was scheduled to be completed in about 2 weeks.

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6. On 21 and 22 April, work on the board fence along the west and south sides of the field was completed. (5) On 23 April, nine railroad carloads of poles arrived at the Ellerholz railroad station. [redacted] these poles were to be use 50X1-HUM for a fence around the billeting area. Bricks, which had arrived by water, were trucked to the field and stored southeast of the flight control station. Two hangars are scheduled to be built there. (6) [redacted] 50X1-HUM

[redacted] the planned hangars were to measure 50 x 20 meters.

The hangars were to be jointly built by the Kech agency in Fuerstenberg and a construction firm from Rechlin with a work force of 30 men. [redacted] 50X1-HUM

[redacted] the hangars were to have a 50X1-HUM concrete foundation and were to be built of wood. At darkness, all the windows in the billeting area were lighted.

7. On 16 April, [redacted] the aircraft and vehicles at the field were no 50X1-HUM longer camouflaged. On 17 April, vehicular traffic to and from the field and the Rechlin restricted area was very heavy. On 18 April, [redacted] obser 50X1-HUM 11 railroad cars loaded with AA guns at the Ellerholz railroad station. 50X1-HUM

8. On 19 April [redacted] at the Ellerholz railroad station 15 railroad cars [redacted] dispatched [redacted] at Velten. [redacted] On 20 April, a shipment of 9 railroad cars loaded with six AA guns was observed proceeding from the Rechlin restricted area toward the south. Aircraft observed at the field on the same day included 40 MiG-15s, including 6 50X1-HUM 50X1-HUM 2 single-engine, low-wing monoplanes fitted with radial engines, 2 biplanes and 1 twin-engine low-wing monoplane.

10. There was daily flying at the field between 23 and 27 April. Firing at towed air sleeves was also practiced. On 23 April, 15 railroad tank cars loaded with petroleum, 1 tank car loaded with gasoline and another tank car filled with oil arrived at the airfield. (3) At 2 p.m. on 27 April, 40 MiG-15s, 1 biplanes, 2 single-engine,

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low-wing monoplanes fitted with radial engines and 2 twin-engine, low-wing monoplanes fitted with double rudder assemblies were observed at the field.

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11. After 6 p.m. on 6 May, there was night flying by MiG-15s at the field. The individual planes remained aloft for about 30 minutes. On 7 May, the field was occupied by 42 MiG-15s, 3 biplanes, 3 single-engine, low-wing monoplanes. During the period from 28 April through 6 May, no MiG-15s were observed flying in the afternoon.

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12. During the month of April, a total of 34 railroad tank cars were observed arriving at the installation. Four of these were forwarded to Dangarten. (9) No fuel shipments were observed arriving between 1 and 6 May.

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13. Between 10 a.m. and noon on 18 April, [ ] observed 37 swept-back jet fighters, 3 single-engine monoplanes fitted with radial engines, 3 biplanes, 1 twin-engine plane with double rudder assembly and 1 twin-engine transport at the field. Two or three swept-back jet fighters practiced flying. During the time of observation, individual jet fighters without auxiliary fuel tanks practiced flying. After darkness, swept-back jet fighters took off and landed until midnight. Between 3:30 and 5 p.m. on 19 April, there was no flying. After darkness, jet fighters practiced individual flying until after midnight. No flying was observed on 20 April, and on 21 April between 10:30 a.m. and 12:30 p.m. On the latter day, 36 swept-back jet fighters, 3 single-engine monoplanes fitted with radial engines, 1 twin-engine plane fitted with double rudder assembly and 3 biplanes were observed at the field. [ ] some more planes were parked on the hardstands southeast of the flight control station. In the afternoon, [ ] jet fighters practiced firing at ground targets at the former Rechlin airfield. The planes approached individually at an altitude of about 1,000 meters and dived at the target at an angle of about 45 degrees. Ten to 15 rounds were fired. The planes pulled out so close above the ground that they could not be seen behind the woods. The planes climbed at an angle of about 40 degrees. At 6 p.m., a twin-engine plane fitted with double rudder assembly was observed landing. At 9 a.m. on 29 April, a twin-engine plane with double rudder assembly took off in clear weather. The plane towed two air sleeves. At 9:05 a.m. on 29 April, a twin-engine plane with double rudder assembly took off in clear weather. The plane towed two air sleeves. At 9:05 a.m., two MiG-15s without auxiliary fuel tanks took off and landed again at 9:30 a.m. Two other MiG-15s took off at 9:45 and landed at 10:15 a.m. The same maneuver was repeated twice by two MiG-15s each before 11:50 a.m. At noon, the twin-engine plane which was observed towing two air sleeves returned. The air sleeves were heavily damaged.

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14. Between 30 April and 5 May, there was no flying at the field in spite of good weather. No work was being performed on the aircraft. [ ] Between 3 and 5:30 p.m. on 2 May, and 4 and 6 p.m. on 5 May, 37 swept-back jet fighters, 2 twin-engine aircraft with double rudder assembly, 3 biplanes and 1 single-engine monoplanes fitted with radial engines were observed at the field.

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15. Between 10:30 a.m. and 4:30 p.m. on 22 April, there was flying by swept-back jet fighters, some of them fitted with auxiliary fuel tanks. The number of landings observed in the afternoon was larger than that of the take offs. The aircraft approached the field from the northeast.

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[ ] jet fighters fitted with auxiliary fuel tanks. Flying continued until about 10 p.m. At 10:30 a.m. [ ] 30 swept-back jet fighters, 2 single-engine planes fitted with in-line engines, 2 twin-engine aircraft fitted with double rudder assemblies and 2 biplanes. Some more jet fighters were flying. Aircraft observed at 4:30 p.m. included 40 swept-back jet fighters some of them fitted

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with radial engines, 2 twin-engine aircraft fitted with double rudder assemblies and two biplanes. The aircraft dispersal area near the flight control station could not be completely observed. Between 2 and 4 p.m. on 28 April, there was no flying. Twenty-six swept-back jet fighters, 1 single-engine plane fitted with radial engine, 2 twin-engine planes fitted with double rudder assemblies and 2 biplanes were observed at the field.

16. [redacted] ground personnel at the strength of about 130 50X1-HUM  
men including 10 officers and 5 women arrived daily from Ellerholz by the morning train and returned also by train in the evening. The flying personnel were taken to the field by two trucks coming from Vietzen. The flying personnel totaled about 30 men most of whom were officers. Some high ranking officers arrived by sedan. The fireman was paid his wages in Vietzen.
17. The Bauunion firm was constructing two buildings southeast of the flight control station. (11) 50X1-HUM
18. On 5 May, 32 MiG-15s and 1 U-2 were counted at the field. Another estimated 8 MiG-15 were also observed. (12)

## Comments. 50X1-HUM

- (1) The target range of the two fighter regiments stationed in Laerz is located in Klopzow.
- (2) This item of information refers to the continuous bomb release practices held by units of the Northern Bomber Division at the Gadow-Rosow bomb range between Laerz and Wittstock. 50X1-HUM
- (3) Night air activity was also observed [redacted] Neubrandenburg. [redacted]
- (4) This plane is a type-29 plane [redacted]
- (5) For course of the fence, see Annex.
- (6) It is believed that this item of information refers to the construction of two repair hangars.
- (7) [redacted] 50X1-HUM
- (8) The shipment of such large quantities of petroleum cannot be explained as only jet bombers use this type of fuel. Possibly source made a mistake in stating that the 15 railroad tanks cars were filled with petroleum. 50X1-HUM
- (9) These statements are believed to be absolutely reliable [redacted]
- (10) [redacted]
- (11) It is believed that these two buildings are identical with the hangars mentioned in paragraph 6 of the present report.
- (12) The report gives a good survey of the air activity conducted at Laerz airfield during the period of about one month. The report indicates that MiG-15 pilots were being trained intensively in night flying. The two fighter regiments at Laerz appear to be equipped with a total of 40 to 50 MiG-15s.

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## A hand-drawn map showing an airfield area. At the top, a north arrow points upwards. To the top right is a hatched area labeled 'RETZOW'. To the left, a road or path is labeled 'TO ELLERHOLZ' with an arrow pointing left. The airfield is a large rectangular area. A 'wire fence' is marked with 'x' symbols along the top and right sides. A 'wooden fence' is marked with 'x' symbols along the left side. A 'runway' is shown as a diagonal line crossing the airfield. A 'canal' is shown at the bottom, with a hatched area labeled 'LAERZ' on its left side. An arrow points to the 'wire fence' at the bottom right.

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